

## **EXECUTIVE SUMMARY**

The District Department of Transportation (DDOT) and the City of Takoma Park conducted a study that evaluated transportation conditions in the Takoma area of Northwest Washington DC and adjacent Takoma Park, Maryland. This study was a continuation and an expansion of the transportation work conducted in conjunction with the development of the Takoma Central District Plan<sup>1</sup>.

### **STUDY GOALS**

The main goals of this study were to examine existing and future transportation conditions and determine short-term and long-term management and infrastructure improvements to reduce traffic congestion; improve traffic and pedestrian safety; protect surrounding residential streets from traffic impacts; enhance transit service; and improve bicycle and pedestrian transportation facilities in the study area. In addition, the study included an assessment of commercial parking needs in support of a municipal parking facility in Takoma Park.

### **STUDY PROCESS**

The study was conducted with assistance from area residents. The Study Team (Consultant, DDOT representatives and Takoma Park staff) held several meetings with area residents to discuss existing transportation issues. Area residents provided additional input via e-mail, regular correspondence and meetings with DDOT, Takoma Park and Consultant representatives. The Study Team also held several meetings with representatives of key local agencies, including the Washington Metropolitan Area Transportation Authority (WMATA), Ride On, the District of Columbia Office of Planning, the City of Takoma Park and Maryland National Capital Park and Planning Commission (MNCPPC). Input from the residents and public agency representatives was helpful in the identification of key transportation issues and the identification of future levels of development in the study area.

### **GUIDING PRINCIPLES**

The guiding principles of the Takoma Transportation Study are the following:

1. Promote a comprehensive transportation approach that improves the quality of life for all residents and supports Transit Oriented Development (TOD).
2. Listen to residents through an open community participation process.
3. Ensure that all suggestions promote transportation safety for all modes of travel.
4. Reduce commuter and cut-through traffic along local streets, as well as reduce traffic congestion.
5. Improve non-automotive transportation access for pedestrians, bicyclists and mass transit users.
6. “Right-Size” parking throughout the study area.
7. Improve visual aesthetics of rights-of-way throughout the study area.

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<sup>1</sup> Completed in the year 2002.

The Study Team used these principles to develop recommendations to address existing and future transportation issues.

## **EXISTING CONDITIONS**

The Study Team conducted an extensive data collection effort to gain an understanding of existing conditions in the study area. The Study Team identified a wide variety of existing transportation issues. Transit issues included lack of transit service to selected areas, inadequate pedestrian and bicycle access to the Metro station and inadequate location of taxi stands at the Metro station. Pedestrian issues included lack of sidewalks at critical locations, narrow sidewalks at selected locations, poor conditions of ADA access ramps, lack of pedestrian signals and sub-standard pedestrian signing near schools. Parking issues included insufficient parking for commercial needs at selected locations, lack of parking meters at key locations, inadequate striping for parking and lack of parking enforcement. Bicycle issues included lack of bicycle routes to the Metro station, lack of bicycle route signs for designated bicycle routes, conflicts between vehicles and bicycles, and the effects of the proposed Metropolitan Branch Trail alignments on traffic operations at major intersections. Traffic operations issues included congestion along major roadways and at critical intersections, speeding, cut-through traffic, lack of turn lanes at selected intersections, non-optimized signal timings and unsafe intersection geometry.

## **FUTURE CONDITIONS**

In order to assess future conditions, the Consultant collected information on planned future developments in the study area. The main source of information for future levels of development was the Takoma Central District Plan. Additional information on future year development levels was gathered by the Consultant through meetings with several governmental institutions including the District of Columbia Office of Planning, the City of Takoma Park and the MNCPPC.

The Takoma District Plan identifies five priority redevelopment sites as well as the level of development associated with these sites. The Study Team assumed that these sites would be developed in the near future. Therefore, they were included in the 2012 future year scenario. Other sites that were included in the 2012 scenario were the development in Takoma Park at the site of the proposed Municipal Parking, and redevelopment at Montgomery College and at the Adventist Hospital.

The Study Team developed the 2022 levels of development based on data on long-term potential development levels noted in the Central District plan as well as assessment from the District planners on the most likely scenarios for future year developments. Most of the long-term development in the study area is expected to take place in the vicinity of the Takoma Metro station.

The Study Team found that the construction of the new developments expected to be in place by 2012 would result in detrimental effects on transportation operations in the study area. However, the projected 2022 levels of development are expected to have significant impacts on transportation operations in the study area.

## **TRANSPORTATION IMPROVEMENT RECOMMENDATIONS**

The Study Team, with the assistance of the area residents, developed an extensive list of preliminary suggestions that could be implemented to address the identified transportation issues. The Study Team evaluated the suggested improvements and developed an extensive list of short-term and long-term recommendations to address the identified existing and future transportation issues. The recommended improvements are shown in Figures ES-1 through ES-4. Planning level cost estimates for the implementation of each the recommended improvements are provided in Appendix J.

**CLICK TO VIEW:**

- **FIGURE ES-1**
- **FIGURE ES-2**
- **FIGURE ES-3**
- **FIGURE ES-4**